

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: BC375@aol.com
Subject: Bendix TA-3 Transmitter
Message-ID: <970207075900_-1342095596@emout06.mail.aol.com>

Dear Friends: Does anyone have information, a manual or know where I can find the MP-10 dynamotor for a Bendix TA-3 transmitter??? Please E-Mail any response to BC375@Tiac.net and not my useless AOL address. Thanks. Charlie KA1GON

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: kenc@smartdocs.com (Ken Corwin)
Subject: Cable CX-34/GRM
Message-ID: <199702070334.TAA23095@warp10.smartlink.net>

Hello, Everyone-

Apex Electronics in Los Angeles has subject cable assemblies for sale at \$10 each.

The CX-34/GRM is really two parallel cables about 5-ft long, joined at one end in an A.R.C. 6964 12-pin plug. The other end of one of the cables is terminated in an A.R.C. 6784 6-pin plug; the other end of the other cable is terminated in an A.R.C. 6966(?) 8-pin plug.

The 6- and 12-pin plugs will, I believe, mate with sockets in the command set series. The 8-pin plug, although the same size as those used with command sets, has a different pin arrangement and does not appear to be compatible.

Contact Michael Rybak at michael@ktb.net if you have any interest in these cables.

Regards,

Ken Corwin (kenc@smartdocs.com) Santa Clarita, Calif.

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: J P Taillebois <jpt1@idirect.com>
Subject: CANADIAN BOATANCHORS NET
Message-ID: <199702071308.IAA28959@relief.idirect.com>

Hi just to remind anyone interested ,

Canadian Boatanchors net every saturday at 3 pm est 3740 mhz + -

73

Jean Paul Taillebois 996 Greenlane court, Oshawa, Ontario, Canada M1K-2C6
e.mail jpt1@idirect.com
packet: ve3jpt@va3vw
voice:905-723-1811
fax/data:905 723-9156
Collector: Hallicrafters, Central-Electronic, Gonset, Military BA, antique
radio memorabilia.

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: PBusnuk@aol.com
Subject: change e-mail
Message-ID: <970206192437_-2011062396@emout12.mail.aol.com>

Hello Jack, i have changed from aol to msn as a server, if you could please
change my
boatanchors to my new e-mail address as follows Busnuk@msn.com

Thank you, Paul

BUSNUK N3YBO

Sub. 970118

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: azoth@netcom.com (Az0th)
Subject: Drake Remote Antenna Switch
Message-ID: <199702071800.NAA17183@netcom6.netcom.com>

Hiyall,

Does anybody happen to know whether the remote switchbox used by
Drake for their RCS-4 is the same as or compatible with the one
used by the RCS-7 and C-4 console? The one I just got with an RCS-4
is a black box with 5 antenna connections and 8 remote control
connections, plus ground, and is a 24 V motorized rotary switch.

73 de KF4FJH - RF Buchanan

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: Robert Fowle <hammarlund@jacksonmi.com>
Subject: fs: Fluke 8502A Digital Multimeter...
Message-ID: <32FAA78B.6929@jacksonmi.com>

have the following to move out...(tucker is getting \$1395.00 for this unit)it was \$6,000 new in 1990....

Fluke model 8502A with the following modules installed:

controler (model blacked out)
Isolator/ext. trigger module 486415
fast R2 A/D converter module 383984
active filter module 383976
DC signal conditioner module 383901
current shunts module 383943

Digital Multimeter...6.5 digit display
math function..and more...I believe it's 6ppm
it must go....first \$400 gets it shipped..continental US
others would be extra..

thank you
Robert

--

**** Visit my Web Page.....****

=====]-[->

Robert Fowle KC8DBC
1215 Winifred
Jackson, Mich. 49202-1946
Ph. 517-789-6721
E-mail: hammarlund@jacksonmi.com
Web Page: <http://www.jacksonmi.com/hammarlund>

NOW... BOATANCHORS Conference!
talk, buy-sell-trade all in one place!
Moderator: Robert Fowle
at: <http://www.inetnc.com/hamchat/>

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: jproc@bellglobal.com
Subject: Historical Story
Message-ID: <Chameleon.4.01.2.970207124523.jproc@>

Dear BA'ers,

I just finished transcribing a historically interesting story for the Haida Association Newsletter. Fifty years ago, while travelling aboard the USS Iowa, President Roosevelt and all of the high ranking American brass were nearly torpedoed as a result of an accidental launch from a US destroyer which was protecting the Iowa. If strickly enforced radio silence had not been broken, then the course of history might have taken a very different

turn. If anyone wants the full, 4 page story, please send me private E-mail.

Regards,

Jerry Proc VE3FAB
E-mail: jproc@bellglobal.com
HMCS Haida Naval Museum
Toronto, Ontario
'Looking for a 'AN/SRC-501'

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: Mike Maloney <ac5p@ionet.net>
Subject: HR Apr '79 Article Copy WTF
Message-ID: <199702070503.XAA18243@mail.ionet.net>

Does anyone have HAM RADIO for April '79. Would like to get
copy of article "New Audio Amp for R4C" by Sherwood.
73/Mike ac5p@ionet.net POB 33, Bartlesville, OK 74005

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: w2ec@VNET.IBM.COM
Subject: KWM-2/2A final tuning
Message-ID: <199702071429.IAA04614@uro.theporch.com>

I have a KWM-2 and a newly acquired KWM-2A. On both rigs, there is a mark on the load control labeled 50 ohms. It appears that this mark indicates where the control should be pointing when a proper 50 ohm match has been presented. If the antenna impedance is not right at 50 ohms, then when the final is properly tuned, the knob won't appear directly opposite the 50 ohm mark. That is the way my KWM-2 works. If I load it into a 50 ohm dummy load, or into a tuner that has been adjusted to present a proper 50 ohm load, then the load control on the KWM-2 ends up pointing at the 50 ohm mark. With the new KWM-2A, I find that this is not true. If I load the KWM-2A into the same dummy load or tuner, I find that the load control has to be turned anti-clockwise until it's almost at the 3 o'clock position in order to reduce the plate current back to the intended 230ma. Dropping it fully back to 3 o'clock still gives me a load point of roughly 210ma. With the load control at it's starting point of 50 ohms, I'm getting 290ma, far too much.

1. Am I correct that with a proper 50 ohm load, the load control should be close to the 50 ohm mark on the panel, or is this just a ballpark estimate & it's just coincidence that my KWM-2 points at it dead on with a 50 ohm load?

2. If the KWM-2A is wrong, what should I be looking for so that I can bring the final tank back into spec so that I can have it indicating a 50 ohm load point when actually loaded into 50 ohms?

3. Should I even be worried about it?

The reason I'm asking is that both the KWM2 and KWM-2A indicate 105 watts out when loaded at 230ma. This 105 watts will overdrive my amp, so in the past I've backed off the load control and retuned for about 70 watts out, which drives the amp nicely. But with the KWM-2A, I can't back the load control off far enough, minimum output with the control backed off as far as possible still gives me 95 watts out.

Any ideas/suggestions?

73, Ray W2EC w2ec@vnet.ibm.com

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: Ho4bart@aol.com
Subject: Re: Look for an RCA AVT-112A
Message-ID: <970206130954_1626805475@emout11.mail.aol.com>

In a message dated 97-02-04 20:55:02 EST, ENB@eng1.tracor.com (Broline, Nick (Tracor MS Mail)) writes:

<< I was told that the radio was typically used in airborne recon applications. Because the host aircraft had no power systems in them, a special battery box had been built into the aircraft to house a carry-on 6 volt wet cell. Before a mission was flown, the crew would check out a fully-charged battery from the ops center, place it in the battery box, and fly a mission. Tx filaments (front panel switch) were left off until needed. When the battery was exhausted, the mission was over, and they returned to base. >>

the part about the battery lugged in & out surprised me. i have seen installation drawings for these radios & never saw anything like a battery box, nor space for it. but that's not saying it wasn't done this way. besides arty observation which was the usual role for these light planes, they sometimes served as emergency use ambulances. actually, from what i have seen, in the common artillery observation planes these planes seemed more often to use the FM set

SCR-610, batt powered, which was carried into the plane. the photos show these planes with a =really= tall whip antenna on top, looks really out of place and dangerously long.
the HF set avt-112 / avr-20 used a trailing antenna which could be reeled in & out and/or a fixed fore-and-aft wire.
these low power a/c sets were quite compact. i have one the size of the avt-112, that means about 6x6x6 ins., that has a superhet LF receiver and a one-tube xmtr for 3105. mighty 1 watt AM!
hue miller

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: Randy Zelick <h2rz@odin.cc.pdx.edu>
Subject: magic bullet?
Message-ID: <Pine.PTX.3.91.970207063216.18304B-100000@odin.cc.pdx.edu>

Hi folks,

Well I just got a new toy: RCA CR-88 receiver (the slightly modified AR-88). Have not done much but plug it in, hook up a good speaker and a 5 ft chunk of wire laying on the table.

First impressions: WOW

I've never even seen one of these in person before, but I am very impressed. It is a really really handsome set, and has a wonderful yellow glow from the dials. Great flywheel tuning a la SP600. Excellent selectivity steps for de-QRMing SWBC.

But the extraordinary part is the sound. The sound quality is sensational. I haven't done A/B comparison yet but I'll bet it beats my R-390A with Klero audio deck.

So far the only nuisance is the silly too-fast tuning rate. Oh well, not much to be done about that!

My specimen is unfortunately quite dirty, chassis-wise. The front is fine save for a paint chip in the corner, but the chassis... (sigh). The chassis is steel and has that grey old-steel appearance which I presume is mild corrosion. There is no brown powdery stuff like you think of iron oxide, just a dirty grey patina on everything. Some places darker and blotchier.

So for the big question: Is there any super wizbang wipe-it-on/wipe-it-off fix for this? No doubt I could strip the chassis to metal only and steel wool it, or machine buff it, or even sandblast it. But I am hoping for a more practical solution as I don't really want to rebuild the set from scratch. At least the front panel and side panels come off easily,

and with all the tubes out there is access to most of the chassis with a small tool. I was thinking a Dremel with some sort of wire wheel/buffer and polishing compound would work although be laborious and hard to make even.

Soooo - who's been there before with steel chassis??

Thanks,

=Randy=

R. Zelick
Dept. Biology
Portland State University
P.O. Box 751
Portland, OR 97207
503-725-3086, 503-725-3888 (fax)

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: wpul1130 <wpul1130@concentric.net>
Subject: Pictures
Message-ID: <32FAAC7B.389D@concentric.net>

Greetings All: I am looking for a URL that will have pictures of the RAL and TCS units
thanks and 73's
Lloyd

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: don merz <71333.144@CompuServe.COM>
Subject: QST Set FS
Message-ID: <970207173003_71333.144_DHB85-11@CompuServe.COM>

FYI: Rich Reitz at rbreitz@eclipse.net has a set of QSTs for sale that runs from 1933 through 1975 almost complete. He was asking \$300 or better offer plus shipping. I don't know this guy from Adam so Caveat Emptor.

73, Don

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997

From: Michael Crestohl <mc@shore.net>
Subject: R-390A Mod Sheet from Tom Bowes!
Message-ID: <199702071227.HAA09218@northshore.shore.net>

Hello Heavy Metal Fans:

Yesterday I received the audio mods by Bill Kleronomos and Tom Bowes. This is a very thorough mod and I am looking forward to performing it once I have rounded up the necessary bits and pieces.

The text and accompanying diagrams and schematics were very clear and detailed. Tom even included the Zener diode for the mod.

I highly recommend anyone with a R-390A to send Tom \$3.00 which barely covers his costs and get this packet - if not now, for later. The only thing he requests is that you do not copy and distribute this material and that you use the information for your radio only. He says he does not want to hear that someone has opened up shop performing Bill K's mods for compensation which I feel is a reasonable, if not enforceable request.

Thanks Bill and Tom for sharing this information with the BA community.

73,

Michael, W1RC

mc@shore.net

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: Dennis McLaughlin <dennism2@ix.netcom.com>
Subject: RE: R-390A Parts Funzies (Cosmos PTO)
Message-ID: <01BC1478.198AF760@akr-oh2-16.ix.netcom.com>

I did cook the PTO for 3 days in the oven at 140 F. Then I lubed it with Pedro's Syn Lube for mountain bikes and the Radio Shack synthetic oil with teflon. The Syn Lube grease is a redish purple color. I replaced the body O-ring and put some Syn Lube on it. I also made sure that the Schrader valve on the back of the inner can would seal. When you remove the valves protective cap the inner valve likes to unscrew. The Cosmos PTO had a gummy front bearing I cleaned with laquer thinner then oiled with the Radio Shack oil. The silica gel packs are now a light pink color. I assumed that 3 days at 140 F would reactivate the dessicant. Maybe it didn't.

I agree that cooking helps if the PTO remains sealed. It's so tough to keep the PTO sealed . I think the idea of linearizing the PTO under dry winter conditions is about as good as it gets. I can turn on the JRC if I need to know the exact

frequency.

The Radio Shack oil is super for lubing all the rollers and shaft bushings on the gear train and slug racks.

From: merrigan@ee.ualberta.ca[SMTP:merrigan@ee.ualberta.ca]
Sent: Thursday, February 06, 1997 8:11 PM
Subject: RE: R-390A Parts Funzies (Cosmos PTO)

I say:

> The rest of the assembly looks like the ER pictures. The roller that rides on the adjustment washer stack was worn flat. I rotated the roller to a round spot. The roller normally doesn't rotate. I lubed it, Cooked it for 3 days, and adjusted it. It was linear within 400 Hz for about a month.

Dennis:

I would be interested to know if you reactivated the dessicant and put some silicone oil on the rubber seals before you reassembled the PTO. I am starting to wonder if cooking the PTO's is a good idea given that they always seems to drift back. It may be better to linearize it without cooking, unless a hermetic seal can be achieved.

Shaun Merrigan

--

merrigan@nyquist.ee.ualberta.ca
Electrical Engineering Student
University of Alberta
Edmonton, Alberta, Canada

"Commander, assemble the senior staff and go to red alert... we have a bigger problem than we thought."

J.L. Picard, Captain, USS Enterprise

(TNG Final Episode: "All good things....")

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: k1zat@dsport.com
Subject: RE: R390 Died
Message-ID: <Pine.GS0.3.95.970207064208.13033A-1000000@puff>

BA members do it again !

> Mine is shot too. Anyone have one

Thanks to EVERYONE who replied with suggestions and
how to do away with it. This weekend's "snow" project.

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: ARONGV@aol.com
Subject: Rangers/Valiants & Booze
Message-ID: <970206233101_582596591@emout11.mail.aol.com>

Hi Gang:

Once and a while I get a chance to work on a Valiant or a Ranger for a friend
or on one I picked up at a swap meet. And almost every one of them have the
same cosmetic problem: They're missing some of those little white pieces on
the knobs that let you know which position it's in.

About a year ago I got a Ranger in that was really grubby. And, of course, it
had very dirty knobs. So I pulled 'em all and left them to soak overnight in
a small container with water & soap.

Next morning, to my horror, the little white pieces had GONE TO PIECES. Later
in the day, when I felt like looking at them again, I took a pair of tweezers
and pulled them apart, to see what they were made of.

My deduction: the handles or shaft part of cotton swabs! I guess that's a fix
that doesn't look all that bad, at least until they get dirty and you can't
clean 'em.

So later I was flying back to KC on US Air from my monthly trek to the Big
Apple. It was a stressful week, so I ordered a cocktail, telling myself I'd

earned it.

Funny thoughts hit your head at 35,000 feet. I looked at the swizzle stick and had a weird thought. Unless I'm dreaming, that stick is solid white plastic. And my thinking was that it was the same diameter as those cotton swab sticks. Was I right?

Next morning at home I raced down to the shack with my trusty swizzle stick. Yep, perfect fit. So I got out a razor blade & cut a full set and installed them. Beautiful.

I could say the bottom line is to drink more when you fly. No, just try asking the stew for another 20 swizzle sticks!!!

Maybe someone else would like to share an easy fix for this age old problem?

73s

Ron Wo0IZ

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: maccary@on-ramp.ior.com
Subject: SCR610 in Field Artillery
Message-ID: <m0vsvwz-001KTKC@on-ramp.ior.com>

>In a message dated 97-02-04 20:55:02 EST, ENB@eng1.tracor.com (Broline, Nick
>(Tracor MS Mail)) writes:

>

><< I was told that the radio was typically used in airborne recon
> applications. Because the
> host aircraft had no power systems in them, a special battery box had
> been built into the
> aircraft to house a carry-on 6 volt wet cell.

>

>from what i have seen, in the common artillery observation
>planes these planes seemed more often to use the FM set
>SCR-610, batt powered, which was carried into the plane. the photos
>show these planes with a =really= tall whip antenna on top,

>

>hue miller

I was a radio mechanic/operator during WW2 and our L5's(also known as Maytag Messerschmidts) carried the SCR610 with a dry battery pack that snapped onto the bottom of the radio. The same radio was used in vehicles with a vibrator supply on shock mounts. No telling how many of these vehicular mounts along with the antenna spring mount I installed. The radio was also used as the

forward observers link back to the gun emplacements and used the dry battery pack. I know, from having lugged them to his position, almost as heavy as a cloverleaf of 105 rounds.

Mac

Lawrence M. MacCary --- A Subscriber at Internet On-Ramp, Inc.

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: Steve Posey <gjposey@worldnet.att.net>
Subject: Re: Surplus Conv. Manuals
Message-ID: <32FAA156.4F09@worldnet.att.net>

Edward J. Zeranski wrote:

>
> There were three volumes. Does anyone know if these are being
> reprinted and if so who sells the copies. This is a request for a friend, I
> don't plan to mod anything! Thought I'd better put that in to avoid
> incoming. Thanks folks.
>
> Ed Zeranski ejz@marlin.nosc.mil, work
> ezeran@cris.com home
> Wooden Boats, Tube Receivers, Rusty Old Trucks, The Good Stuff!
>
> This is a private opinion or statement and is nobody's fault but mine. No
> person, employer, or govt. should try to take credit for it!

Anybody got the volume (#1, I think) that covers the BC-348? I'd love to obtain a copy

Steve

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: Jake Hellbach <kk5hy@accesscom.net>
Subject: Vintage web site
Message-ID: <2.2.16.19970206224438.3c1fe3bc@accesscom.net>

Hello to all,
I just wanted you to visit my brothers web site. He has some pictures of his shack and equipment.

73' Jake KK5HY

+++++

Email via: kk5hy@accesscom.net

A.M. International #832

Check out the Westside ARC Web page at:

<http://www.accesscom.net/~kk5hy>

Now updated with boatanchor links!!!!

+++++

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997

From: Jake Hellbach <kk5hy@accesscom.net>

Subject: Vintage web site(try again)

Message-ID: <2.2.16.19970207132638.2987dbb4@accesscom.net>

Sorry about the first one. It was late and I forgot to put his url in the message. (sorry Keith)

Here is his address: <http://www.communique.net/~kk5fe/>

He has a great picture of his Valiant.

Thanks, again

Jake

Hello to all,

I just wanted you to visit my brothers web site. He has some pictures of his shack and equipment.

73' Jake KK5HY

Email via: kk5hy@accesscom.net

-----A.M.I. #832-----

Check out the Westside ARC Web page at:

<http://www.accesscom.net/~kk5hy>

Updated with Boatanchor links!!!!

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997

From: "Christopher A. Bowne" <radiobwn@riconnect.com>

Subject: VRC-1 Parts and Info Wanted

Message-ID: <32FAC50F.3E7F@riconnect.com>

With the arrival of a PE-98F from Marty, AA4RM, in the offing, I am thinking about recreating a VRC-1, which consisted of a BC-191, BC-312, and an SCR-524 (12V SCR-522), all jeep mounted, for use as a mobile forward air control HF and VHF station. I now have all the major pieces

(jeep excluded). I would be interested in hearing from anyone with leads on other VRC-1 items, such as SCR-524 accessories (control box, etc.), and VRC-1 documentation, photos, operating experiences, et al. A 12V dynamotor for the BC-312, and a BC-191 shock mount are also much needed...if there are any out there!

73,

Chris Bowne, AJ1G
Stonington, CT
radiobwn@ricconnect.com

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: Bill Sorsby <bill.sorsby@dlep1.itg.ti.com>
Subject: Re: What the Heck is "00"
Message-ID: <199702070307.VAA20963@dlep1.itg.ti.com>

At 07:30 PM 2/6/97 -0600, Al Fritsche wrote:

>Hey gang, I would like to know what 00 means, out of band, out of operational
>rules, etc.. Remember there are many non-hams on this list
>and some of our overseas friends might not know the term either.

OK, I'm guilty!

00: Official Observer - a volunteer position sponsored by the ARRL. The function of an 00 is to monitor ham stations and advise them of any non-compliance with FCC rules and regulations. I believe this both includes technical compliance issues and operating practices.

ARRL: American Radio Relay League - U.S. organization of hams. The ARRL provides monthly magazines to members, petitions the FCC on issues affecting radio amateurs and sponsors numerous other activities, such as amateur satellites, contests, etc.

FCC: Federal Communications Commission - U.S. government agency tasked with regulating all non-governmental usage of radio waves within the U.S.

Regards,
Bill Sorsby, N5BU bill.sorsby@dlep1.itg.ti.com
Grapevine, TX 76051

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: ARONGV@aol.com
Subject: What's A Sargent?
Message-ID: <970207025413_1247035402@emout15.mail.aol.com>

Hi Gang:

I'm out on a limb on this one. Xyl of a Denver ham was garage sailing recently and came across a big, old receiver she thought her husband would like. Got it for a song.

Sargent model 21MA, circa 1937, .55 to 30 MHz, including separate speaker. Condition: 9.

Now that I'm getting it from the unthankful husband (what the H---- do I want with that?) I've got to start on the long trail to finding tech materials and schematic and/or manual, so I can dig into it without destroying things along the way.

Anyone out there got ideas about where to go for help? All I know is what the Denver ham described and what Moore has to say, which isn't much.

73s all

Ron

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: w5jv@juno.com (J. Douglas Hensley)
Subject: Will trade R390 manual for R391 manual, etc.
Message-ID: <19970206.215539.5151.3.w5jv@juno.com>

Good Evening to everyone on the list. I have two items for trade and one item want to purchase:

1. For Trade

As per subject line, have an original Collins (printed by Uncle Sam) R390 manual. Will trade for an R391 manual.

Also have a mint HO-10 Heath monitor scope that is available for trade for the sister HO-13 panadaptor in like condition.

2. Wanted

Hallicrafters SR-2000A; prefer undamaged unit. Unit does not have to have power tubes but should have all knobs, good front panel, and be otherwise complete.

73, Doug W5JV

RNARS 4412

USNAVMARCORPS MARS NNN0BXX

EMail: < w5jv @ juno.com >

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997

From: Eugene Rippen <soundval@foothill.net>

Subject: WTB Tips for WELLER gun

Message-ID: <32FB735C.4B3D@foothill.net>

When I work on boatanchors I use my 40+ year old Weller Soldering Gun. It is a model D550 and has 2 positions, 240 and 325 Watts. It is also good for keeping the shop warm.

I have finally run out of replacement tips.

I would like to buy some. Can any one out there help?

Please! No thread on solder guns.

Gene

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997

From: pmills@A.crl.com (Phil Mills)

Subject: Re: WTB Tips for WELLER gun

Message-ID: <199702072003.AA22791@A.crl.com>

Gene, they are listed on page 306 of the Mouser catalog....

Mouser stock number is 578-7250 for 2 tips for \$3.57....they do not have a minimum order, they take plastic, and their number is 800-346-6873.

I've been using the same Weller 8200 for over 35 years....

good luck & 73,
Phil

.

>When I work on boatanchors I use my 40+ year old Weller Soldering Gun.
>It is a model D550 and has 2 positions, 240 and 325 Watts. It is also
>good for keeping the shop warm.

>
>I have finally run out of replacement tips.

>
>I would like to buy some. Can any one out there help?

>
>Please! No thread on solder guns.

>
>Gene

>
>
Phil Mills, AB5TH **** *****
pmills@a.crl.com
281-992-5762 DAYS
Friendswood, TX (south of Houston)

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: Bob Roehrig <broehrig@admin.aurora.edu>
Subject: Re: WTB Tips for WELLER gun
Message-ID: <Pine.ULT.3.95.970207144700.4788A-100000@admin.aurora.edu>

On Fri, 7 Feb 1997, Eugene Rippen wrote:

> When I work on boatanchors I use my 40+ year old Weller Soldering Gun.
> It is a model D550 and has 2 positions, 240 and 325 Watts. It is also
> good for keeping the shop warm.
> I have finally run out of replacement tips.
> I would like to buy some. Can any one out there help?

Radio Shack has them, and also for the smaller Weller guns.

E-mail broehrig@admin.aurora.edu 73 de Bob, K9EUI
CIS: Data / Telecom Aurora University, Aurora, IL
630-844-4898 Fax 630-844-5530

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: Karl Verren <kn6cw@hughes.net>
Subject: WTB Dynamotor for ARC-5 XMITTER

Message-ID: <19970207060156.AAA14299@[205.139.35.238]>

Greetings to the list,
I am looking for a DM-34-D 12 volt dynamotor to place into an MD-7 modulator. I would also be interested in any other dynamotors of this general size (physical dimensions) that may be rated at 28 volts. Thanks in advance for your help.
Karl Verren KN6CW
2894 Delmar Ave.
Mojave, CA. 93501-1114

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: arc5@ix.netcom.com (David Stinson)
Subject: Re: WTB Dynamotor for ARC-5 XMITTER
Message-ID: <199702071002.CAA20174@dfw-ix6.ix.netcom.com>

(copied to the list for general info)

Karl Verren KN6CW wrote:

>
> Greetings to the list,
> I am looking for a DM-34-D 12 volt dynamotor to place into an MD-7
> modulator. I would also be interested in any other dynamotors of this
> general size (physical dimensions) that may be rated at 28 volts.

The dynamotor that fits the MD-7, which is the AN/ARC-5 modulator, is the DY-8. It's tough to find. The SCR-274 equivalent is the DM-33, which is the same dynamotor relabeled and will work fine as long as the brush bypass caps are OK. As far as I know, the DM-34 goes with the SCR-506 infantry/artillery FM mobile rigs.

The MD-7, like all standard ARC-5 units, is wired for 28 VDC unless it's labeled "MD-7X", which would mark it as wired for 12 VDC. If you have an unmodified MD-7, I strongly urge you not to modify it in any way, other than to replace bad caps and such as that. They are scarce and a complete one with dyno goes for about \$120. Any modifications and you can cut that price in half. Drill a hole and it's junk.

I got an MD-7 the other day with a nice 12 VDC transmit dynamotor neatly mounted on the old DY-8 sled. I haven't had a chance to look inside the MD-7, but I'll bet you a cup of joe it's been rewired for 12 volts. If so, I'd be willing to trade my rewired with 12 V dyno for yours without dyno, assuming that it's unmodified. If it's already rewired

then it's a wash and if it's drilled, I can't use it.

73 ES GL OM DE DAVE AB5S
arc5@ix.netcom.com

From boatanchors@theporch.com Fri Feb 7 14:56:37 1997
From: y4562@csra.net (Larry Louie)
Subject: WTB Vintage RCA Portable Record Player
Message-ID: <199702071339.HAA02509@uro.theporch.com>

Anyone out there have mid fifties to early sixties vintage RCA portable record player they want to part with? Not sure models but I think RCA and others made portable players contained in a case (case usually finished with grey or tan color textured vinyl like material) with removable or swing open cover. Automatic changer with 45 RPM spindle (usually removable to play 33 & 78 RPM records). Volume and tone controls on front of case near speaker with reject and speed selector inside case near turntable. I think these vintage units had tube amplifiers.

Just started to search. Haven't seen any in garage or antique sales. Want to restore and use to play my many thousands of 45's.

Appreciate any leads or identification of what I am looking for.

Thank you all in advance.
Larry Louie